



City of Seattle

Gregory J. Nickels, Mayor
Department of Planning and Development
D. M. Sugimura, Director

**CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR OF
THE DEPARTMENT OF PLANNING AND DEVELOPMENT**

Application Number: 2304475
Applicant Name: Jeffrey Hummel
Address of Proposal: 1701 4th Avenue South

SUMMARY OF PROPOSED ACTION

Master Use Permit to change the use of a portion (approximately 24,000 sq. ft.) of an existing building from warehouse to retail. Project includes parking for seven vehicles to be provided by covenant.

The following approval is required:

SEPA – Environmental Determination- Chapter 23.05 Seattle Municipal Code

SEPA DETERMINATION: ☐ Exempt ☒ DNS ☐ EIS

☐ DNS with conditions

☐ DNS involving non-exempt grading or demolition
or involving another agency with jurisdiction.

BACKGROUND DATA

The site is located in the Industrial area south of downtown Seattle, at the intersection of South Massachusetts Street and Fourth Avenue South. The site is comprised of one parcel,

which includes vacated South Massachusetts Street, which totals approximately 51,000 square feet in size. The zoning of this lot is General Industrial 2 with an eighty-five (85) foot height limit (IG2-U/85 for non-industrial uses).

Site & Vicinity

The site currently contains a large warehouse building of approximately 42,902 square feet; 32,884 square feet is warehouse, 7,922 square feet is accessory office space. Approximately 2,096 square feet of the building was changed to retail use under permit #628925.

Development surrounding the site consists of Customer Service/Warehouse, Office/Warehouse, and Retail.

Proposal

The applicant proposes to change approximately 24,000 sq. ft. of the first floor warehouse space to retail for a total retail area of 26,010 sq. ft. The south 60 feet of the building will remain warehouse. The existing offices in the mezzanine which are accessory to the warehouse will not change. The existing parking lot to the north has been reconfigured to accommodate 56 vehicles. The existing loading berths will not change.

Public Comment

No comment letters were received from the public during the comment period that ended on December 24, 2003.

ANALYSIS – SEPA

Environmental review resulting in a Threshold Determination is required pursuant to the State Environmental Policy Act (SEPA), WAC 197-11 and the Seattle SEPA Ordinance (Seattle Municipal Code Chapter 25.05).

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant dated December 3rd 2003. The information in the checklist and the experience of DPD with review of similar projects forms the basis for this analysis and decision. The project site is classified as an Environmentally Critical Area for Liquefaction-prone soils. (SMC 25.09.100)

The SEPA Overview Policy (SMC 25.05.665 D) clarifies the relationship between codes, policies, and environmental review. Specific policies for each element of the environment, certain neighborhood plans, and other policies explicitly referenced may serve as the basis for exercising substantive SEPA authority.

The Overview Policy states, in part: "Where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation," subject to some limitations. Under such limitations/circumstances (SMC 225.05.665 D1-7) mitigation can be considered. Thus, a more detailed discussion of some of the impacts is appropriate.

Short-Term Construction Impacts

The short-term, construction related impacts anticipated from the proposal are as summarized in the following list:

/Air Quality --- Increased dust and particulate matter due to construction activities and hauling of waste materials.

/Transportation --- An increase in vehicular traffic adjacent to the site due to construction vehicles.

/Noise --- Increased noise during construction

The Department of Planning and Development has analyzed and annotated the environmental Checklist submitted by the applicant; reviewed the project plans and any additional information on file; and any comments which were received regarding this proposed action have been considered. As indicated in the checklist, this action will result in adverse impacts to the environment. However due to their temporary nature and limited effects, the impacts are not expected to be significant.

Codes and development regulations applicable to this proposed project will provide sufficient mitigation and no further conditioning or mitigation is warranted pursuant to the SEPA Overview Policy (SMC 25.05.665).

Long-Term Impacts

The long-term use-related impacts anticipated to result from approval of this proposal are summarized in the following list:

/Liquefaction-prone soils --- intensify the use of a structure with liquefaction-prone soils

/Parking and Traffic --- anticipated increased trip generation

/Light and Glare --- anticipated exterior lighting and headlight of vehicles using parking lot

Building on a site with liquefaction prone soils in this location does not create long-term impact that warrant conditioning pursuant to SEPA policies.

The project proposes 56 parking spaces on site and seven covenant spaces, which should be adequate. The projected hours of operation are: M-F: 9AM - 6PM, SAT. 8AM - 5PM, SUN. 9AM - 4PM.

The change of use of the site from warehouse to retail will increase traffic to and from the site. The impact of this increase is expected to be greatest during the afternoon peak hour, when customer traffic from the retail outlet will be added to existing traffic volumes on 4th Avenue S. A recent traffic study for a nearby project (Krispy Kreme at First and Holgate) indicated that the two signalized intersections nearest the project site (4th Avenue S/S Royal Brougham Way and 4th Avenue S/S Holgate Street) functioned acceptably during the afternoon peak hour. Although traffic volumes from the project will increase over the existing warehouse use, some of this additional traffic will consist of vehicles already on 4th Avenue S or other nearby roads. The number of new auto trips added to the roadway system due to the project is expected to be small, and adequate capacity exists in the 4th Avenue S corridor to accommodate this slight increase in traffic volumes. No mitigation is required to reduce traffic impacts, pursuant to SMC 25.05.675 R.

The Land Use Code provides mitigation for the long-term impacts summarized above. Compliance with these applicable codes is adequate to achieve sufficient mitigation for the long-term impacts resulting from the project.

DECISION - SEPA

This decision was made after review by the responsible official on behalf of the lead agency of a completed environmental checklist and other information on file with the responsible department. This constitutes the Threshold Determination and form. The intent of this declaration is to satisfy the requirements of the State Environmental Policy Act (RCW 43.21.C), including the requirement to inform the public of agency decisions pursuant to SEPA.

- [X] Determination of Non-Significance. This proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required under RCW 43.21C.030.(2)(C).
- [] Determination of Significance. This proposal has or may have a significant adverse impact upon the environment. An EIS is required under RCW 43.21C.030(2)(C).

Signature: _____ (signature on file) Date: April 12, 2004
Lauren Hirt, Land Use Planner
Department of Planning and Development
Land Use Services

LH:bg